



City and County  
of San Francisco

# Shared Spaces

Updated Thursday, April 15, 2021

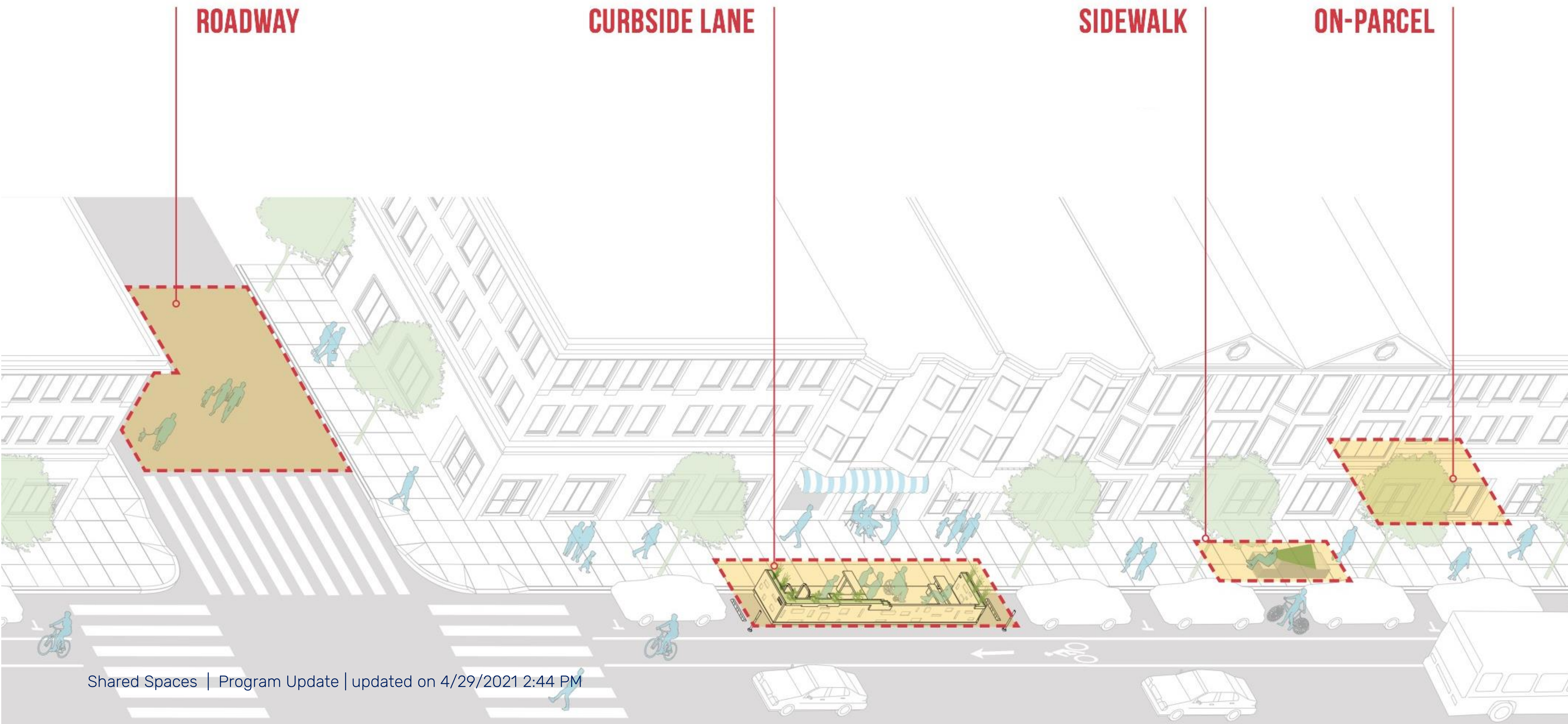




# Topics

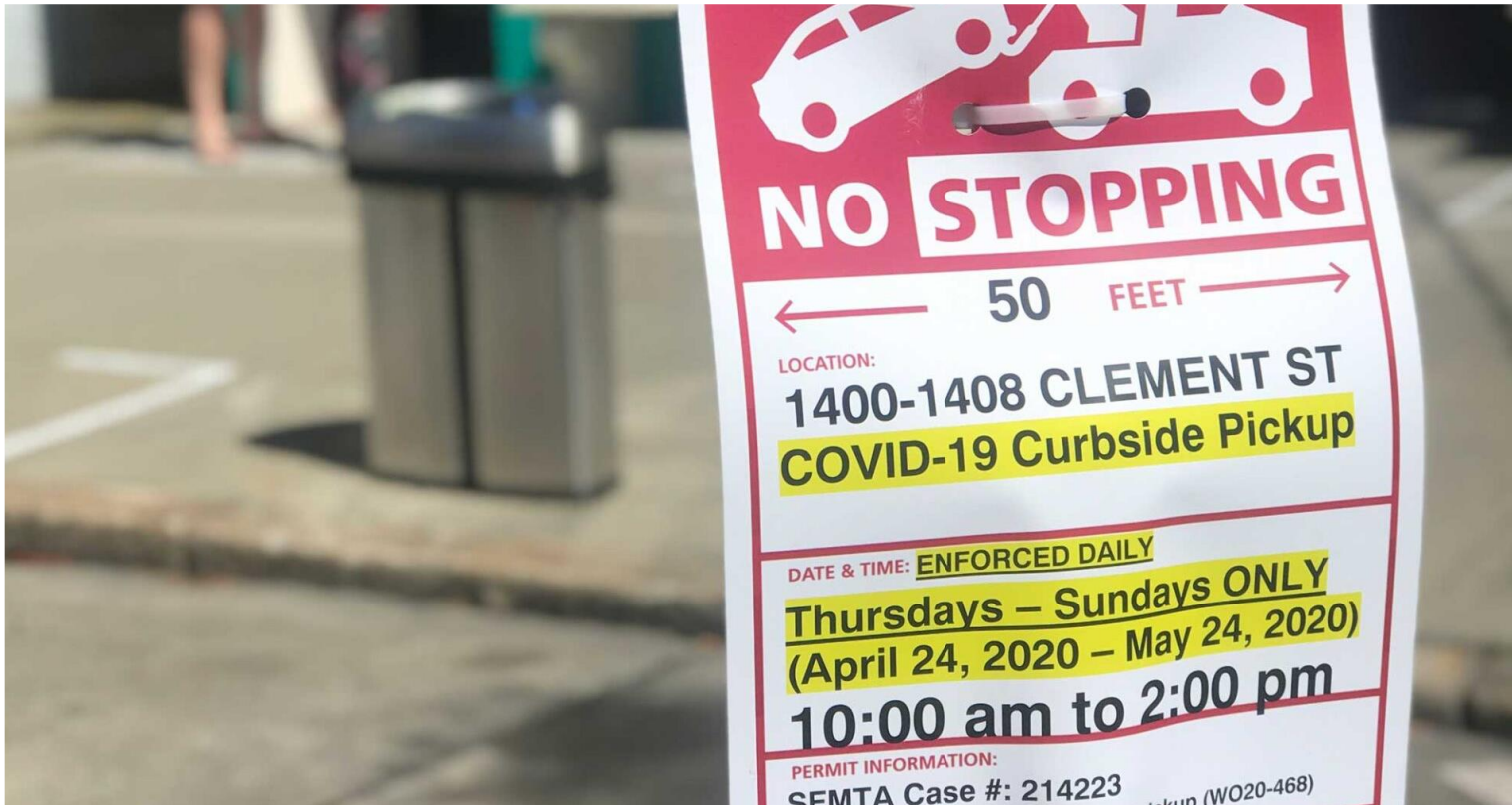
1. Shared Spaces Program Recap: Where, Why, How, and What
2. Policy Goals of Shared Spaces Legislation
3. SFMTA Board Actions, Summary
4. Question and Discussion

# Where are Shared Spaces?





# How are Shared Spaces used?



Curbside Pickup



Outdoor Retail



Distanced Queuing



Personal Services



Outdoor Dining



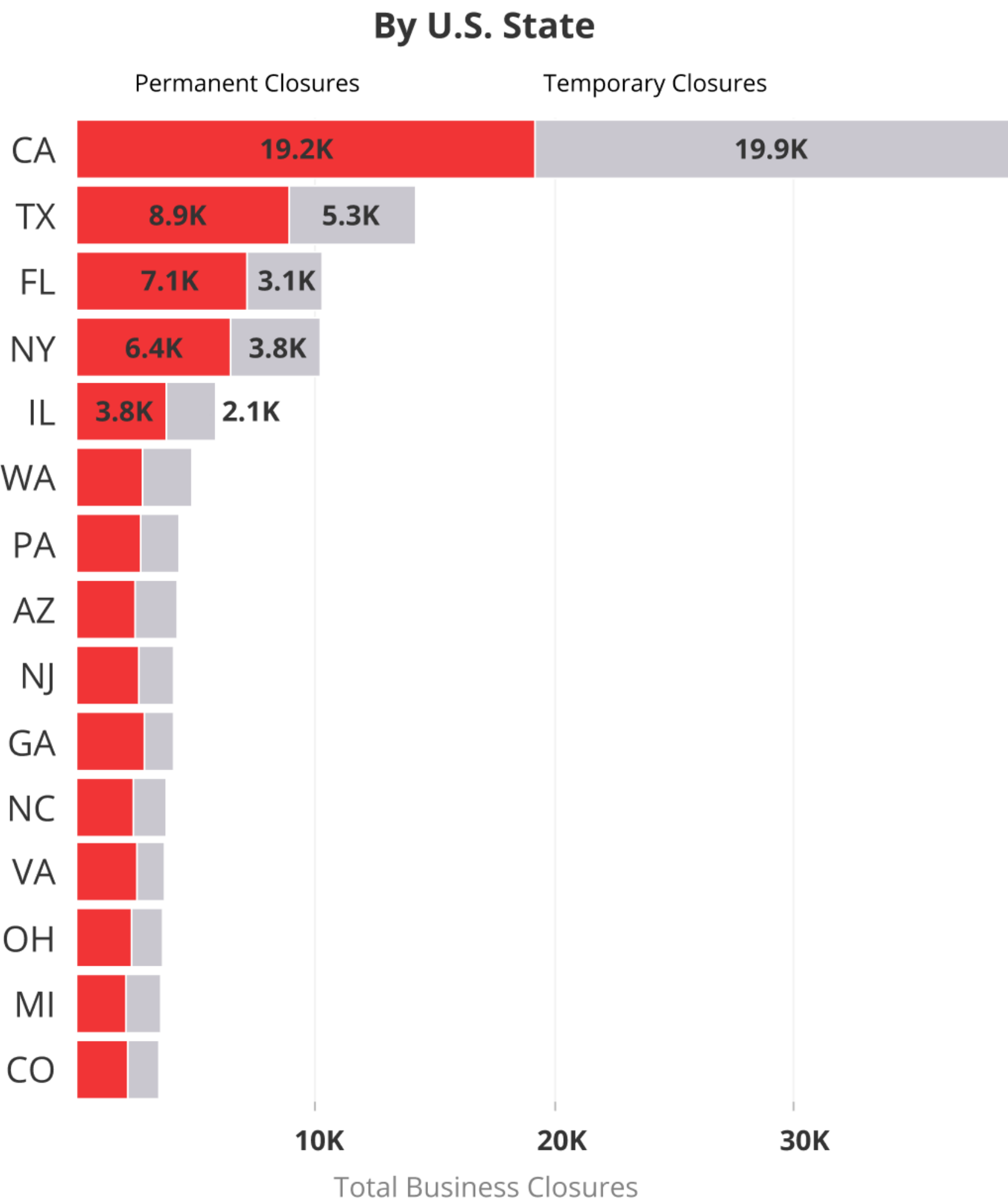
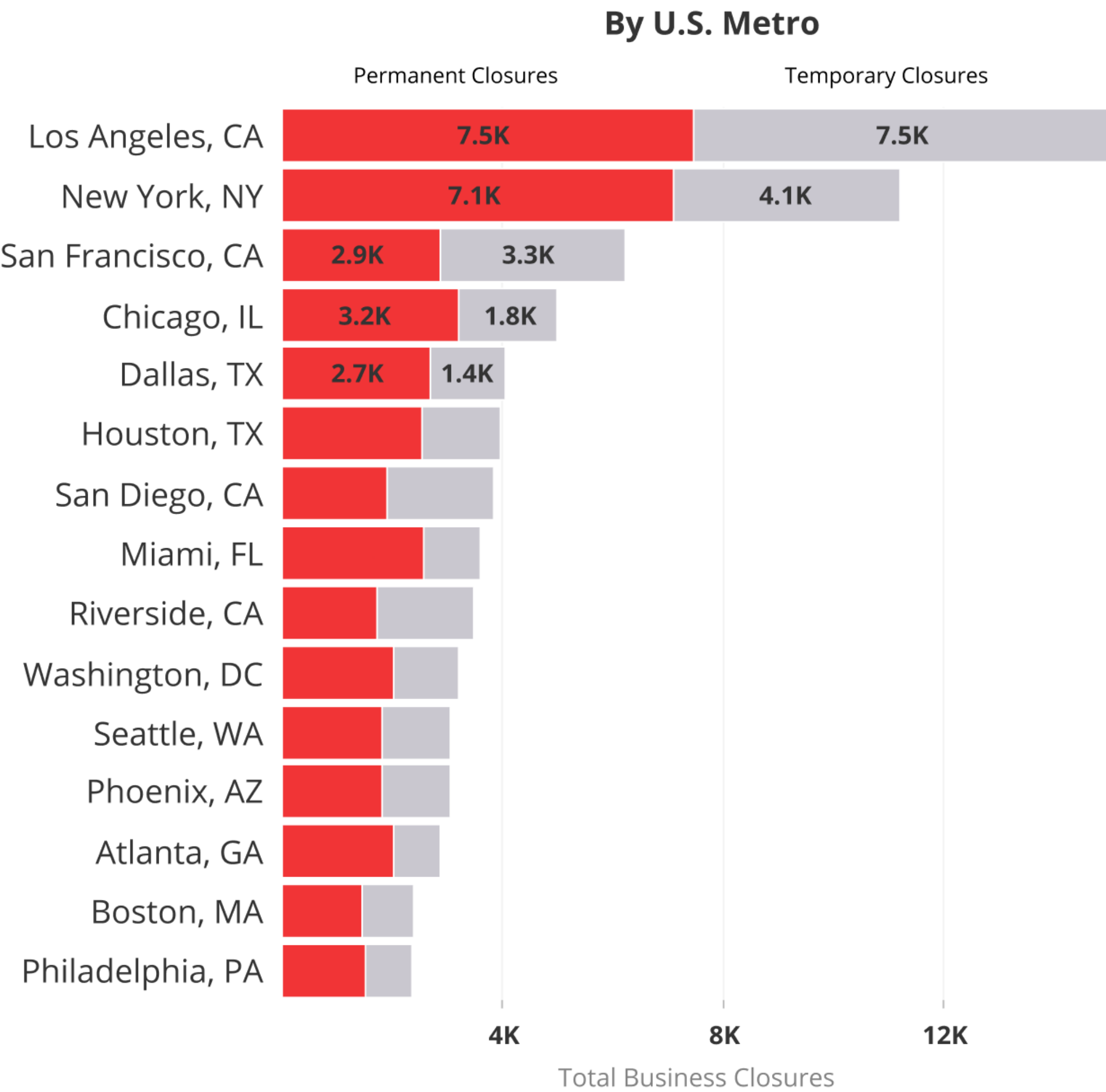
Entertainment



# Economic Context

## Where are the Most Businesses Closed?

Geographic areas with the largest number of business closures since March 1



# What are the benefits?



- A Shared Space Permit has a **positive benefit** for struggling small businesses.
- A sample of over 100 restaurants with an active permit for the entire first quarter of the program (July to September 2020) **generated an additional \$82k in taxable sales**, compared to other comparable restaurants without Shared Spaces. The second quarter of the program had hundreds more active permits, salvaging even more in taxable sales.
- Shared Spaces permits are a **benefit in all neighborhoods**, even those commercial districts that were doing less well than others before the pandemic.



# Who are Shared Spaces Small Businesses?



WOMEN-OWNED



IMMIGRANT-OWNED

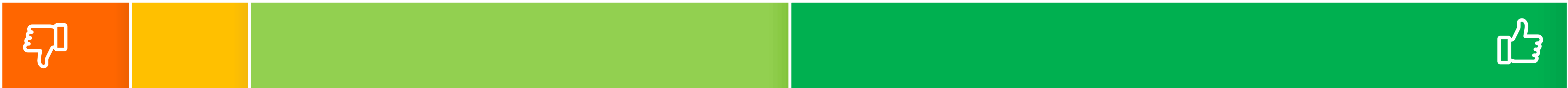


'MINORITY-OWNED'

# What do Shared Spaces operators want for the future?



*"The Shared Spaces Program enabled me to reopen under public health directives..."*



**8%**  
Strongly  
Disagree  
or N/A

**8%**  
Disagree

**34%**  
Agree

**50%**  
Strongly Agree



# What do Shared Spaces operators want for the future?



*"The Shared Spaces Program is enabling me to avoid permanent closure..."*



**6%**  
Strongly  
Disagree  
or N/A

**14%**  
Disagree

**39%**  
Agree

**41%**  
Strongly Agree



# Policy Goal: Balance Curbside Functions



**Balance Shared Spaces occupancies** with loading, micromobility, short-term car parking, and other needs on the block and corridor.

**Encourage sharing and turnover** of Shared Spaces locations amongst merchants on the block.

**Transit First** and **Vision Zero** Policies remain priorities.



image: Santiago Mejia



# Policy Goal: Balance Curbside Functions



To encourage both **more stability and healthy turnover of locations** amongst merchants, future provisions will extend the maximum permit duration to 1 year, beginning with the date of issue.

The permittee may seek renewal on an annual basis.





# SFMTA Board Action: Overview



Legislation to transition Shared Spaces from a temporary, emergency response to a permanent program will require the SFMTA Board to amend Transportation Division II Code to:

1. Delegate Authority to the Director of Transportation to authorize more flexible use of streets
2. Revise color curb fees and fines



# SFMTA Board Action 1: Delegate Authority



- **Delegation:** MTAB will delegate authority to Director of Transportation (or designee) to authorize rules and regulations to restrict parking and close parking lanes
- **Eligibility:** SFMTA must consider impacts to traffic, security, health, and safety of the public as well as the values and commitments set forth in the Transit First Policy, Vision Zero Action, Climate Action, and Curb Management Strategies
- **Program Parameters:** SFMTA will implement regulations to specify this assessment process and technical considerations for eligibility.



# SFMTA Board Action 2: Establish Fees and Fines



Division 1 Transportation Code will **establish a new curb typology** to facilitate the operation of Shared Spaces.

Consequently, Division II amendments will:

- Consolidate the Parklet and Places for People (P4P) application fees into a single section.
- Revise existing color curb fee and fine structure to include new curb typology.



**THANK YOU!**

**Questions?**

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